

5. Environmental Analysis

5.13 PEDESTRIAN SAFETY

This section of the program EIR evaluates the potential for implementation of the SUP to impact pedestrian safety in the District. This section discusses plans and policies from several jurisdictional agencies; LAUSD standard conditions, guidelines, specifications, practices, policies, and project design features (LAUSD Standards); general existing pedestrian and bicycle facility conditions throughout the SUP area; and possible environmental impacts that may occur during future phases of the SUP and site-specific projects implemented under the SUP.

5.13.1 Environmental Setting

5.13.1.1 REGULATORY FRAMEWORK

National, state, regional, and local laws, regulations, plans, and guidelines are summarized below along with LAUSD Standards. The following regulatory framework discussion does not include all plans and policies that relate to pedestrian safety in the District. Site-specific projects have not been identified, and there may be local jurisdictional plans and policies that are applicable depending on the project site. Specific requirements of these laws, regulations, plans, and guidelines might not be up to date when a proposed site-specific school project undergoes review. Therefore, this section provides a general discussion of the most important plans and policies that apply to SUP-related projects. Although some of these may not directly apply to the SUP or site-specific projects implemented under the SUP, they are included to assist in identifying potential impacts and significance thresholds. See *Applicable Regulations and Standard Conditions* at end of this chapter for those that require District compliance.

Federal

United States Code, Title 42, Chapter 126

Americans with Disabilities Act of 1990 (ADA). The United States Code is divided into titles and chapters that classify laws according to their subject matter. Titles I, II, III, and V of the original law are codified in Title 42, Chapter 126 (Equal Opportunity for Individuals with Disabilities) beginning at Section 12101. Chapter 126, Subchapter III (formerly Title III) prohibits discrimination on the basis of disability in “places of public accommodation” (businesses and non-profit agencies that serve the public) and “commercial facilities” (other businesses). The regulation includes standards for accessible design establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

State

AB 1475 Street and Highways Code, Sections 2331, 2333 and 2333.5.

Safe Routes to School (SRTS) is a California Department of Transportation (Caltrans) program resulting from the 1999 passage and signing of Assembly Bill 1475 (Soto). AB1475 called for Caltrans “to establish and administer a ‘Safe Routes to School’ construction program... and to use federal transportation funds for

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construction of bicycle and pedestrian safety and traffic calming projects.” School districts are responsible for establishing and enforcing school route plans and for siting and developing school facilities that foster a good walking environment. These responsibilities include choosing school locations that balance vehicle access with pedestrian safety needs, constructing adequate pedestrian facilities along the perimeter of the school site, and working with the local public works agency to fund and install adequate crossing protection at key points. School districts are responsible for distributing walk-route maps to parents and students prior to school opening and a pedestrian safety plan for the safe arrival and departure of students in accordance with the California Manual of Uniform Traffic Control Devices.¹

California Manual of Uniform Traffic Control Devices, Part 7: Traffic Control for School Areas

The California Manual on Uniform Traffic Control Devices (California MUTCD), issued by Caltrans, provides uniform standards and specifications for all official traffic control devices in California, pursuant to the provisions of CVC Section 21400. Part 7 of the California MUTCD sets standards for traffic control for school areas, including standards for signs, road markings, and crossing supervision.

California Government Code, Sections 65040.2 and 65302

Assembly Bill 1358, the **Complete Streets Act**, was signed into law by Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians, and transit riders, as well as motorists. At the same time, Caltrans unveiled a revised version of Deputy Directive 64, an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

California Vehicle Code

California law requires the city or county to implement traffic control devices requested by a school district if they are meant to mitigate safety risks for students traveling to and from school, as described below.

California Vehicle Code, Division 11, Chapter 2, Article 1, Section 21372, Guidelines for Traffic Control Devices near Schools

The Department of Transportation and local authorities shall, with respect to highways under their respective jurisdictions, establish and promulgate warrants to be used as guidelines for the placement of traffic control devices near schools for the purpose of protecting students going to and from school. Such devices may include flashing signals. Such warrants shall be based upon, but need not be limited to, the following items: pedestrian volumes, vehicle volumes, width of the roadway, physical terrain, speed of vehicle traffic,

¹ Part 7 of the California Manual of Uniform Traffic Control Devices (California MUTCD) was issued by Caltrans in 2012 (formerly School Area Pedestrian Safety Manual (1987)).

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horizontal and vertical alignment of the roadway, the distance to existing traffic control devices, proximity to the school, and the degree of urban or rural environment of the area.²

California Vehicle Code, Division 11, Chapter 2, Article 1, Section 21373, School Board Request for Traffic Control Devices

The governing board of any school district may request the appropriate city, county, city and county, or state agency to install traffic control devices in accordance with the warrants established pursuant to Section 21372. Within 90 days thereafter, the city, county, city and county, or state agency involved shall undertake an engineering and traffic survey to determine whether the requested crossing protection meets the warrants established pursuant to Section 21372. The city, county, city and county, or state agency involved may require the requesting school district to pay an amount not to exceed 50 percent of the cost of the survey. If it is determined that such requested protection is warranted, it shall be installed by the city, county, city and county, or state agency involved.³

California Vehicle Code, Division 11, Chapter 2, Article 1, Section 21368, Crosswalks near Schools

Whenever a marked pedestrian crosswalk has been established in a roadway contiguous to a school building or the grounds, it shall be painted or marked in yellow. Other established marked pedestrian crosswalks may be painted or marked in yellow if either (a) the nearest point of the crosswalk is not more than 600 feet from a school building or the grounds thereof, or (b) the nearest point of the crosswalk is not more than 2,800 feet from a school building or the grounds thereof, there are no intervening crosswalks other than those contiguous to the school grounds, and it appears that the facts and circumstances require special painting or marking of the crosswalks for the protection and safety of persons attending the school. There shall be painted or marked in yellow on each side of the street in the lane or lanes leading to all yellow marked crosswalks the following words, "SLOW-SCHOOL XING," except that such words shall not be painted or marked in any lane leading to a crosswalk at an intersection controlled by stop signs, traffic signals, or yield right-of-way signs. A crosswalk shall not be painted or marked yellow at any location other than as required or permitted in this section.

2010 California Vehicle Code, Division 11, Chapter 2, Article 2, Section 21400, Official Traffic Control Devices

This code authorizes Caltrans to adopt rules and regulations for uniform standards and specifications for all official traffic control devices, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, and lines and markings on the roadway.

LAUSD Standards

This table lists the pedestrian safety related standard conditions that are included as part of each SUP-related project, as appropriate.

² Amended Ch. 545, Stats. 1974. Effective January 1, 1975.

³ Amended Ch. 1061, Stats. 1969. Effective November 10, 1969.

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PDF #	Topic	Trigger for Compliance	Implementation Phase	Standard Conditions
Standard Conditions				
PED-00 Compliance	OEHS pedestrian safety evaluations	If project increases student capacity by more than 25% or 10 classrooms.	During Project design	Caltrans SRTS program. The LAUSD is a participant in the SRTS program administered by Caltrans and local law enforcement and transportation agencies. OEHS provides pedestrian safety evaluations as a component of traffic studies conducted for new school projects. This pedestrian safety evaluation includes a determination of whether adequate walkways and sidewalks are provided along the perimeter of, across from, and adjacent to a proposed school site and along the paths of identified pedestrian routes within a 0.25-mile radius of a proposed school site. The purpose of this review is to ensure that pedestrians are adequately separated from vehicular traffic.
PED-00 Compliance	Pedestrian safety analysis	If project increases student capacity by more than 25% or 10 classrooms.	During project design	Traffic and Pedestrian Safety Requirements LAUSD has developed these performance guidelines to minimize potential pedestrian safety risks to students, faculty and staff, and visitors at LAUSD schools. The performance guidelines include the requirements for: student drop-off areas, vehicle access, and pedestrian routes to school. Appendix C states school traffic studies shall identify measures to ensure separation between pedestrians and vehicles along potential pedestrian routes, such as sidewalks, crosswalks, bike paths, crossing guards, pedestrian and traffic signals, stop signs, warning signs, and other pedestrian access measures.
PED-00 Compliance	Pedestrian safety analysis	If project increases student capacity by more than 25% or 10 classrooms.	During project design	Sidewalk Requirements for New Schools. LAUSD shall coordinate with the responsible traffic jurisdiction/ agency to ensure these areas are improved prior to the opening of a school. Improvements shall include, but are not limited to: <ul style="list-style-type: none"> Clearly designate passenger loading areas with the use of signage, painted curbs, etc. Install new walkway and/or sidewalk segments where none exist. Any substandard walkway/sidewalk segments shall be improved to a minimum of eight feet wide. Provide other alternative measures that separate foot traffic from vehicular traffic, such as distinct travel pathways or barricades.
PED-00 Compliance	Pedestrian safety analysis	If project increases student capacity	Prior to project approval	School Traffic Safety Reference Guide REF- 4492.1. This Reference Guide replaces Reference Guide 4492.0, School Traffic Safety, September 30, 2008. Updated information is provided, including new guidance on passenger loading zones and the Safety Valet Program. Guide sets forth requirements for traffic and pedestrian safety, and procedures for school principals to request assistance from OEHS, the Los Angeles Schools Police Department (LASPD), or the local police department regarding traffic and pedestrian safety. Distribution and posting of the Back to School Safety Tips flyer is required. This guide also includes procedures for traffic surveys, parking restrictions, crosswalks, advance warning signs (school zone), school parking signage, traffic controls, crossing guards, or for determinations on whether vehicle enforcement is required to ensure the safety of students and staff.

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PDF #	Topic	Trigger for Compliance	Implementation Phase	Standard Conditions
Standard Conditions				
PED-00 Compliance	Safe access to school	If project includes construction of bus loading area, student drop-off/pick-up area and/or parking.	During project design	School Design Guide. The Guide states student drop-off and pick-up, bus loading areas, and parking areas shall be separated to allow students to enter and exit the school grounds safely.
Project Design Features				
T-1	Analysis for traffic	If project increases student capacity and/or generates additional traffic or shifts traffic patterns.	Prior to project approval	Coordinate with the local City or County jurisdiction and agree on the following: <ul style="list-style-type: none"> • Compliance with the jurisdiction's design guidelines for access, parking, and circulation in the vicinity of the project. • Scope of analysis and methodology for the traffic and pedestrian study, including trip generation rates, trip distribution, number and location of intersections to be studied, and traffic impact thresholds. • Implementation of SRTS, traffic control and pedestrian safety devices. • Fair share contribution and/or other mitigation measures for potential traffic impacts. • Traffic and pedestrian safety impact studies shall address local traffic and congestion during morning arrival times, and before and after evening stadium events. • Traffic study will use the latest version of Institute of Transportation Engineer's (ITE) Trip Generation manual to determine trip generation rates (parent vehicles, school buses, staff/faculty vehicles, and delivery vehicles) based on the size of the school facility and the specific school type (e.g., Magnet, Charter, etc.), unless otherwise required by local jurisdiction. Loading zones will be analyzed to determine the adequacy as pick-up and dropoff points. Recommendations will be developed in consultation with the local jurisdiction for curb loading bays or curb parking restrictions to accommodate loading needs and will control double parking and across-the-street loading.
T-2	Construction Traffic	If project requires construction equipment to use public roadways.	Prior to construction	LAUSD shall require its contractors to submit a construction worksite traffic control plan to the LADOT for review prior to construction. The plan will show the location of any haul routes, hours of operation, protective devices, warning signs, and access to abutting properties LAUSD shall encourage its contractor to limit construction-related trucks to off-peak commute periods. As required by Caltrans, applicable transportation related safety measures shall be implemented during construction.

5.13.1.2 EXISTING CONDITIONS

Most District schools are in urban neighborhoods. Many District schools serve attendance areas where most of their students live within walking distance of school; pedestrian and bicycle facilities surrounding District schools vary by location.

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Roadway Network

This circulation system includes an extensive network of local streets. Most of the LAUSD boundary is within the City of Los Angeles. Most roadways are aligned on a grid system providing multiple route options for walking or biking throughout the area. The area within LAUSD boundaries has several thousand of miles of public streets and paths that accommodate a variety of nonmotorized vehicles: sidewalks, pathways, horse trails, and bike lanes.

City of Los Angeles Street and Highway Designations

Street and highway types designated in the City of Los Angeles General Plan Mobility Element include:

- **Major Highway-Class I:** 12-foot sidewalk/parkway, 6 full-time through lanes, 2 part-time parking lanes, 1 median/left turn lane.
- **Major Highway-Class II:** 12-foot sidewalk/parkway, 4 full-time through lanes, 2 part-time parking lanes, and 1 median/left turn lane.
- **Secondary Highway:** 10-foot sidewalk/parkway, 4 full-time through lanes, all-day parking, and 1 median/left turn lane.
- **Collector Street:** 10-foot sidewalk/parkway, 2 full-time through lanes, 2 full-time parking lanes.^{4,5}

Public Transit

The area is served by multiple transit operators, with networks connecting different communities within and outside of the District boundaries. The primary transit operator within Los Angeles County is the Los Angeles County Metropolitan Transportation Authority (Metro). Metro provides bus, light rail, and heavy rail (subway) services. There are two Metro heavy rail lines (i.e., Red and Purple Lines) that operate in a dedicated subway. Metro's four light rail lines (i.e., Blue, Green, Gold, and Expo) use light rail trains that run along rights-of-way ranging from complete grade separation to at-grade operation in mixed-flow traffic. Metro operates several types of bus service, including the Metro Liner service, which operates either in an exclusive right-of-way or along High Occupancy Vehicle (HOV) lanes, and bus routes in mixed traffic on its Rapid, Express, Limited Stop, Local, and Shuttle services. These bus services vary considerably in speed, frequency, and capacity.

There are several other transit operators that provide transit services within District boundaries. These transit operators include Santa Monica Municipal Bus Lines (Big Blue Bus); Culver City Transit; Orange County Transportation Authority (OCTA); Riverside Transit Agency; OmniTrans, which serves the San Bernardino Valley; Santa Clarita Transit; Gardena Transit; Torrance Transit; and Montebello Bus Lines.⁶

⁴ City of Los Angeles. 1999, September 8. General Plan Transportation Element.
<http://planning.lacity.org/cwd/gnlpln/TransElt/TE/T6StStds.pdf>.

⁵ The City of Los Angeles street classification system includes several sub-classifications omitted here.

⁶ City of Los Angeles Mobility Plan 2035 Draft EIR.

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In addition, commuter rail services in the area are provided by Metrolink and Amtrak. Metrolink covers six counties in Southern California with seven routes. Amtrak also serves communities along the coast in Southern California. Passengers on Metrolink and Amtrak are served by stations in the San Fernando Valley and in downtown Los Angeles at Union Station, from which connecting services to their destinations are provided by Metro or LADOT. Metrolink and Amtrak trains both consist of bi-level passenger cars pulled by diesel-electric locomotives, and operate on tracks shared with freight rail traffic.

Bicycle and Pedestrian Facilities

Pedestrians and bicyclists are important users of the local roadway network traveling to and from school. Most city streets have sidewalks. The existing bicycle network is a series of interconnected streets and pathways on which bicycling is encouraged. Pursuant to the California Vehicle Code, bicycles are allowed on any street. Standard bicycle facilities are designated Class I, Class II, and Class III Bikeways.

A **Class I Bikeway** (Bicycle Path) is a paved pathway separated from motorized vehicular traffic by an open space or barrier either within the highway right-of-way or within an independent alignment. Bicycle paths can be used by bicyclists, skaters, wheelchair users, joggers, and other nonmotorized users.

A **Class II Bikeway** (Bicycle Lane) is a striped lane for one-way bicycle travel on a street.

A **Class III Bikeway** (Bicycle Route) is a shared roadway specifically identified for use by bicyclists, identified by signs only, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority.⁷

The majority of the District area is heavily developed, but development patterns and streetscape conditions vary considerably. Parts of Downtown Los Angeles, Koreatown, Hollywood, and Westwood Village, for example, are very dense with heavy traffic and few bike facilities. Some residential portions of the San Fernando Valley have narrower street widths and less-connected residential streets, but have wide shoulders and horse trails. Still other parts of the District are characterized by industrial land uses offering little in the way of pedestrian amenities.⁸

Rail Crossings

There are about 304 miles of freight and Metrolink commuter railroad tracks in the District, as well as about 50 miles of Metro Rail subway and light-rail lines.^{9,10} Most of the freight and Metrolink tracks are at ground level. Metrolink trains operate on about 56 miles of the 304 miles of tracks, mostly in the San Fernando

⁷ City of Los Angeles Department of City Planning (DCP). 2011, March 1. 2010 Bicycle Plan. <http://planning.lacity.org/cwd/gnpln/transelt/NewBikePlan/Txt/LA%20CITY%20BICYCLE%20PLAN.pdf>.

⁸ City of Los Angeles Mobility Plan 2035 Draft EIR.

⁹ Federal Railroad Administration (FRA). 2014, April 4. FRA's GIS Application. <http://fragis.fra.dot.gov/GISFRASafety/default.aspx>.

¹⁰ Six Metrolink lines pass through the District. All six lines originate at Los Angeles Union Station in central Los Angeles. The lines and the location each line exits the District are: Ventura County Line, west of the Community of Chatsworth in the City of Los Angeles; the Antelope Valley Line, north of the Community of Sylmar in the City of Los Angeles; the San Bernardino Line, in the Community of East Los Angeles in unincorporated Los Angeles County; Riverside Line, City of Commerce; and Orange County and 91 Lines, in the City of Vernon.

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Valley. Approximately 30 miles of Metro light rail lines—on the Blue, Gold, and Expo Lines—are at ground level.¹¹ The remaining approximately 20 miles of Metro Rail lines in the District are subway or in the median of I-105.¹²

School Travel Modes

According to a school survey conducted by the Safe Routes to School National Partnership, compared to the State of California and the nation as a whole, children in Los Angeles County were much more likely to walk to school, likely because the county is urbanized and more children live within walking distance.¹³ In Los Angeles County there are about 1.5 million children aged 5 to 15, and 79 school districts; LAUSD is by far the largest. Over half (51 percent) of these children usually traveled to school in a private vehicle, and almost one-third (32.3 percent) usually walked to school. In Los Angeles County, 7.7 percent of school children usually rode in a school bus (in LAUSD this percentage is much lower because busing is only provided for Special Needs students),¹⁴ 3.8 percent used some kind of transit, 1.1 percent reported riding a bike, and another 4 percent did not report how they usually traveled to school or were home-schooled (see Table 5.17-3 in Chapter 5.17). Although not part of the study, high school students age 16 to 18 are anticipated to have approximately the same travel modes, with possibly higher transit riders and private vehicles.

Over 30 percent of school children in Los Angeles County live within ½ mile of school (10.7 percent between ¼ and ½ mile, and 19.4 percent live less than ¼ mile), compared to 16.6 percent for the nation as a whole and 27.6 percent for the state.

For elementary and middle school students that live less than ¼ mile from school, 73 percent usually walked and 24.2 percent rode in a private vehicle. For children whose schools were ¼ to ½ mile away, about half usually walked and the other half rode in a private vehicle. Children who live over one mile from school usually rode in a private vehicle (63.4 percent), but a significant portion walked (19.6 percent). Just under 9 percent of the school children in Los Angeles County attend private school, and they are likely to live farther from school.

According to the 2010 Census data, the number of school-aged children in Los Angeles County has declined 10.0 percent from the level in 2000, and the largest losses (-21.0 percent) were for children aged 5 to 9. Over

¹¹ The segment of the Blue Line in the District extends from downtown Los Angeles to the Community of Southeast Los Angeles in the City of Los Angeles. The segment of the Gold Line in the District extends from the Community of Highland Park in the City of Los Angeles to the Community of East Los Angeles in unincorporated Los Angeles County. The segment of the Expo Line in the District extends from downtown Los Angeles to the Community of West Adams in the City of Los Angeles.

¹² Subways are the Red Line from Los Angeles Union Station (LAUS) to the Community of North Hollywood in the City of Los Angeles; the Purple Line from LAUS to Wilshire Boulevard at Western Avenue in the City of Los Angeles; and a segment of the Gold Line light rail line in the Community of Boyle Heights in the City of Los Angeles. The segment of the Green Line in the District is the median of the I-105 freeway, mostly in the Community of Southeast Los Angeles in the City of Los Angeles.

¹³ Safe Routes to School National Partnership. *Travel to School in Los Angeles County*. September 24, 2012. http://saferoutescalifornia.org/2012/09/24/19percent_lac/. This is an analysis brief summarized from *Travel to School in California: Findings from the California - National Household Travel Survey*. <http://www.travelbehavior.us/Nancy-pdfs/Travel%20to%20School%20in%20California.pdf>.

¹⁴ Additionally, even at the height of LAUSD bussing (2002-2004) when overcrowding required bussing students to schools that had seats, only 1.1 percent of students rode the bus (source: 2004 Program Environment Impact Report Traffic Impact Study. Traffic study prepared by Meyer, Mohades and Associates, Inc. January 2004). Since then LAUSD has constructed 130 new schools and bussing has been eliminated at all but one school.

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the next 10 years student enrollment is forecast to decline 2.2 percent (see Chapter 4, *Project Description*, for more information on enrollment trends).

5.13.2 Thresholds of Significance

LAUSD has developed criteria for determining student pedestrian safety impacts. A proposed SUP-related project could result in a significant pedestrian safety impact if it would:

- PED-1 Substantially increase vehicular and/or pedestrian safety hazards due to a design feature or incompatible uses;
- PED-2 Create unsafe routes to schools for students walking from local neighborhoods;
- PED-3 Be located on a site that is adjacent to or near a major arterial roadway or freeway that may pose a safety hazard.

5.13.3 Environmental Impacts

The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.13-1: SUP-related project implementation would not substantially increase vehicular and/or pedestrian safety hazards due to a design feature or incompatible uses. [Threshold PED-1]

Some SUP-related projects would increase capacity of a school. While implementation of the SUP would not increase enrollment districtwide, projects developed pursuant to the SUP could result in increased enrollment on some campuses. Therefore, SUP implementation could increase vehicular traffic as well as pedestrian and bicycle traffic to and from some schools. Traffic impacts are analyzed in further detail in Section 5.16, *Transportation and Traffic*, of this EIR.

All SUP Projects That Generate Additional Trips

As individual projects are proposed and implemented, design development would include the use of standard engineering practices, such as standard driveway widths and turning radii and provision of adequate line of sight to avoid design elements that could result in hazards. “Sight Distance Standards” from the Caltrans Highway Design Manual relates minimum sight distance values to a range of design speeds.¹⁵

Implementation of LAUSD OEHS CEQA Specification Manual, Appendix C, Traffic and Pedestrian Safety Requirements for New Schools and the School Design Guide, requires that bus loading areas that do not overlap with car loading areas, which would reduce the potential for conflicts between cars and buses arriving and departing, especially during the busiest drop-off and pick-up periods.

Under the School Design Guide, Section 2.3 (Vehicular Access and Parking) LAUSD will:

¹⁵ California Department of Transportation (Caltrans). 2012, May 7. Highway Design Manual. Table 201.1: Sight Distance Standards. <http://www.dot.ca.gov/hq/oppd/hdm/pdf/english/chp0200.pdf>.

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- Ensure adequate and safe access for students, staff and visitors walking, entering and circulating on the campus. Vehicle traffic patterns shall not interfere with major pedestrian traffic patterns. Foot traffic shall not pass through entrance driveways.
- Provide safe and clearly indicated student drop-off and pick-up provisions by car and bus.
- Delivery and utility vehicles shall have direct access from the street without crossing playgrounds or fields.

In addition, projects are required to accommodate ingress and egress of emergency vehicles as required by the City of Los Angeles Fire Department or other affected emergency service vehicles. All access features are subject to and must satisfy fire department code in each affected jurisdiction. New school construction and modernization projects would conform to local ordinances to ensure that adequate emergency access is provided. There would be no impact.

LAUSD has several policies to coordinate with local traffic engineering departments and to provide adequate access, parking, and circulation in the vicinity of a school site.

Additionally, pursuant to California Vehicle Code Sections 21272 and 21273, local jurisdictions must install traffic control devices required to mitigate hazards for students traveling to and from school. Local jurisdictions may request the District to reimburse the City up to 50 percent of the cost of installing such devices. Impacts would be less than significant.

Impact 5.13-2: SUP implementation would not create unsafe routes to schools for students walking from local neighborhoods. [Threshold PED-2].

All SUP Projects That Generate Additional Trips

All SUP-related projects would be carried out on or next to existing District campuses, and would be implemented in of LAUSD Standards. All projects that increase student capacity or attendance would include installation of any missing signs and roadway markings pursuant to Part 7, School Area Traffic Controls, of the California MUTCD. Impacts would be less than significant.

Impact 5.13-3: SUP-related projects would not pose a safety hazard if adjacent to or near a major arterial roadway or freeway. [Threshold PED-3]

All SUP Projects That Generate Additional Trips

LAUSD Standards require that school entrances be located whenever possible on secondary highways or collector streets, not on major highways. The California Air Resources Board's *Air Quality and Land Use Handbook* recommends that sensitive land uses, including schools, be 500 feet or more from freeways or from urban roads carrying traffic volumes of 100,000 or more vehicles per day.¹⁶ Some schools, however, were built

¹⁶ California Air Resources Board (CARB). 2005, April. *Air Quality and Land Use Handbook*. <http://www.arb.ca.gov/ch/handbook.pdf>.

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prior to the freeways and/or regulations for siting schools, so LAUSD has some schools near high-traffic roads. If adjacent property is acquired for school expansion, the new facilities would be near the high traffic roads also. Students already walk and bike to existing schools, and safety devices—such as crosswalks, traffic lights, and signage—are already in place; therefore, additional facilities would not exacerbate any current conditions. If, however, a new facility generates a significant number of pedestrians, the District would conduct a pedestrian survey to analyze the requirement for additional safety features.

All projects implemented pursuant to the SUP would implement LAUSD Standards, including SR2S Program; School Design Guide; Traffic Safety Reference Guide; OEHS CEQA Specification Manual, Appendix C, Traffic and Pedestrian Safety Requirements for New School and Appendix D, Sidewalk Requirements for New Schools. Impacts would be less than significant.

5.13.4 Applicable Regulations and Standard Conditions

Federal

- United States Code, Title 42, Section 12101 et seq.: Americans with Disabilities Act

State

- Street and Highways Code Sections 2331 et seq.: Safe Routes to Schools
- Government Code Sections 65040.2 and 65302: Complete Streets Act
- California Vehicle Code
 - Section 21372: Guidelines for Traffic Control Devices Near Schools
 - Section 21373: School Board Request for Traffic Control Devices
 - Section 21368: Crosswalks Near Schools
 - Section 21400: Official Traffic Control Devices
- California Manual of Uniform Traffic Control Devices, Part 7: Traffic Control for School Areas
- Highway Design Manual

LAUSD Standards

- SR2S Program
- LAUSD OEHS CEQA Specification Manual. December 2005, Revised June 2007. Appendix C, Traffic and Pedestrian Safety Requirements for New Schools.
- LAUSD OEHS CEQA Specification Manual. December 2005, Revised June 2007. Appendix D, Sidewalk Requirements for New Schools.
- LAUSD School Traffic Safety Reference Guide, REF-4492.1. July 23, 2012

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- LAUSD School Design Guide. January 2014.

5.13.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and LAUSD Standards listed above, the following impacts would be less than significant: 5.13-1, 5.13-2, and 5.13-3.

5.13.6 Mitigation Measures

No mitigation measures are required.

5.13.7 Level of Significance After Mitigation

Impacts would be less than significant.